

HISTORY OF USS PORTLAND (CA 33)

The USS PORTLAND, sister ship of the ill-fated INDIANAPOLIS, and first ship of the United States Navy to honor the name for the city of Portland, Maine, was built by the Bethlehem Steel Company and launched at the Fore River Shipyards, Quincy, Massachusetts, 21 May 1932. Her sponsor was 12-year old Mary Elizabeth Brooks, daughter of Mr. and Mrs. Ralph D. Brooks of 66 Exeter Street, Portland. Mr. Brooks was Chairman of the Portland City Council at the time.

Though this is the first ship to be given the name PORTLAND in the U. S. Navy, the name PORTLAND appears twice in naval records. During the Revolution, the British sloop PORTLAND, a whaler, was captured by the PROVIDENCE under command of Captain John Paul Jones in the Straits of Canso between 23 and 28 September 1776, and placed in service in the Continental Navy. Another PORTLAND, an English square rigged brig, was captured at sea by the Rhode Island privateer DIAMOND, Captain N. Chase, between 1 July and 30 August 1776, and also was used by the Americans against her former owners.

After her commissioning on 23 February 1933, it was little more than a month before fate provided her the acid test. Departing Boston on 1 April 1933, the ship arrived in Gravesend Bay, New York Harbor, on the evening of 3 April. In the dead of a foggy night came the tragic message, "Akron down at sea." Thirty-six minutes after receipt of the message the ship was underway. She raced to sea at full speed and was the first Naval vessel at the scene of the disaster. To her Commanding Officer went the assignment of coordinating and directing the efforts of some thirty-Naval and Coast Guard salvage ships and some twenty planes in their individual efforts to locate the torn and twisted hull of the Akron. She was at sea for twenty-one days on this cruise, which must have been a novelty for one so young as PORTLAND, but she discharged her duties well and received a commendation.

The cruiser arrived at Portland for a ten-day courtesy visit during 4 - 12 August 1934. She was met by a delegation of city officials and throngs of people watched her entrance into the harbor. Captain (now Rear Admiral) David H. Lebreton, USN, commanding PORTLAND, accepted the silver service for the ship from Phillip J. Deerin Chairman of the City Council. The visit to this great city was most cordial.

On 2 October 1935, with three secret service men and representatives of the press aboard PORTLAND steamed from San Diego, California, astern USS HOUSTON; which flew the flag of the Commander-in-Chief of the Army and Navy, President Franklin D. Roosevelt. The following days were spent in fishing by the President and his party. Radiograms were continuously arriving as the ships steamed by Central America, extending invitations for the President to fish in the water thereabouts. After visiting at Panama and several other ports of interest, the ship accompanied the HOUSTON to Charleston, South Carolina, where the President disembarked.

Under command of Captain Willis W. Bradley, Jr., USN, PORTLAND, during Pacific Fleet maneuvers, crossed the equator for the first time on 20 May 1936. From then until the outbreak of the war she was engaged in peacetime routine, serving as a unit of Cruiser Division 5, Scouting Force, U. S. Fleet, until the summer of 1940.

When the Japanese attack came on 7 December 1941, PORTLAND was two days out of Pearl Harbor enroute to Midway with a carrier group. During the remainder of December and until 1 May 1942 the ship operated between the West Coast, Hawaii, and Fiji. Thereafter she participated in most of the heavy actions in the North, South and Central Pacific.

PORTLAND screened USS YORKTOWN and USS LEXINGTON during the two-day Battle of the Coral Sea, during which action LEXINGTON was lost and PORTLAND received 39 officers and 683 enlisted survivors; and she was again in the carrier screen in the Battle of Midway which followed. PORTLAND covered the landing of U. S. Marines at Guadalcanal and Tulagi, in the Solomons, in August, 1942, and remained in the area to support Guadalcanal and protect Allied communication lines.

The ship participated in the decisive battle of the Eastern Solomons late in August, 1942, then steamed south to take part in the Battle of Santa Cruz as a unit of the escort of the carrier ENTERPRISE. Two weeks later, she was back in the Solomons with a cruiser force to fight the third Battle of Savo Island which resulted in heavy damage to both forces but broke up the most determined effort of the enemy to re-take Guadalcanal. She entered this battle in company with the cruisers SAN FRANCISCO, HELENA, JUNEAU, ATLANTA, and several destroyers. And the opposition was not light. Opposed were at least two Japanese battleships and several cruisers and destroyers.

It was during this action of 13 November 1942 that PORTLAND took a torpedo hit on the starboard quarter, blowing off the inboard propellers, jamming the rudder five degrees right, jamming number three turret in train and elevation, and doing other damage. This occurred at 0158. The ship took a four degree list which was soon corrected by shifting fuel and water. However, the steering effect of the jammed rudder and the projecting damaged structure on the starboard quarter could not be overcome with the remaining two propellers and the ship was forced to steam in circles to the right. The "Sweet Pea," as she was affectionately called by the crew, was hit and hit hard. But she was not out--far from it. In fact, it appears that she had not yet begun to fight.

At the end of the first circle a HARUNA type battleship, illuminated by nearby burning ships and flares, was taken under fire by the forward turrets at a range of 4,000 yards. The enemy returned fire with all salvos passing over the PORTLAND without penetration. In four six-gun salvos PORTLAND succeeded in starting fires on board the Jap dreadnaught. Then again at 0630, still turning in circles, she opened fire on a SHIGURNE class destroyer at a range of 12,500 yards with six-gun salvos. On the sixth salvo the destroyer exploded, rolled over and sank within five minutes.

In his endorsement forwarding PORTLAND's action report, Admiral William F. Halsey, Jr., Commander South Pacific Force, commented in part as follows: "The PORTLAND's performance was most commendable, especially as regards ship and damage control. The sinking of an enemy destroyer by PORTLAND three hours and forty-five minutes after the night action, while still out of control and steaming in circles, was one of the high-lights of this action."

Commencing at 0953, with the help of Higgins boats shoving on the starboard bow, PORTLAND made slow progress south-eastward. At 1300 a YP boat took PORTLAND in tow but could not keep her headed up against the effect on the damaged structure and jammed rudder. Four hours later a tug came to the ship's aid and steadied her on a heading toward Tulagi where she anchored on 14 November.

From Tulagi PORTLAND was towed to Sydney, Australia, where preliminary repairs were made to permit the ship to proceed to the United States for an overhaul. With short stops at Samoa and Pearl Harbor the ship arrived at Mare Island Navy Yard on 3 March 1943.

After an operational training period in Southern California waters PORTLAND sailed for the area of the Aleutian Islands late in May, arriving on 11 June, and bombarding Kiska Island on 26 July. Then on 17 August, in low fog, the ship covered a reconnaissance landing on Little Kiska Island. Completing her duty in that fog-bound waste, the ship proceeded to Pearl Harbor on 23 September, then to San Francisco in early October, and returned to Pearl Harbor in Mid-October.

The period from November 1943 through February 1944 saw the PORTLAND participating effectively in the Gilbert and Marshall Islands campaigns, during which time she turned in a "Well done" performance and suffered the loss of one of her planes which failed to return from anti-submarine patrol.

PORTLAND's next mission was screening carriers during air strikes on the islands of Palau, Yap, Ulithi, and Woleai, 30 March to 1 April. During this operation four of her men were wounded by the fire of a Japanese plane which swept close aboard.

The ship then sailed with a carrier force assigned to cover the landing in the Hollandia-Tanahmerah area of New Guinea, 21 to 24 April. Cruising northward again the force launched air strikes on Truk and, on 30 April, in company with five other cruisers, and destroyers, PORTLAND bombarded Satawan in the Nemei Group.

After this series of operations PORTLAND sailed for Mare Island Navy Yard, California, where she received a complete overhaul in time to return to the Western Pacific for the pre-landing bombardment of Peleliu 12 to 14 September.

On 15 September PORTLAND supported the landing of troops on Peleliu and for four days following the landing her big guns blasted enemy pits and mortar positions threatening the advance of our forces.

During dusk on 19 September, while PORTLAND was lying alongside an ammunition ship in Kossol Roads, an enemy float plane attacked, dropping two bombs at her--both near misses. The ship then returned to perform as mobile artillery for the troops on Peleliu through 29 September when the ship sailed for Seeadler Harbor, Manus, Admiralty Islands.

The PORTLAND next joined a powerful force consisting of battleships, carriers, cruisers, and destroyers in the first heavy surface strike on the Central Philippines. She arrived off Leyte on 17 October and entered Leyte Gulf the following day--two days before D-Day. Throughout the day before D-Day, she threaded the reef-strewn waters off Leyte shore, her guns softening enemy-held beaches for the assault landing.

This operation marked the beginning of PORTLAND's non-stop 20-week campaign which had no let-up until 1 March 1945, when the Central and Northern Philippines were largely secured.

Information was received on the night of 24 October that a strong Japanese force consisting of two battleships, one heavy cruiser and four destroyers, was heading for Surigao Strait with apparent intent of raiding shipping in Leyte Gulf. The enemy force advanced in rough column up the narrow strait during darkness, while our own force, with PORTLAND a member of the left flank cruiser unit, was disposed across the top of the strait "crossing the enemy's 'T'." The enemy was first met by our PT boats, then in succession by three coordinated destroyer torpedo attacks, and finally by devastating gunfire from our cruisers and battleships disposed across the northern end of the strait. The Japanese were utterly defeated, and lost two battleships and three destroyers almost before they could open fire.

PORTLAND opened fire at 0352, after radar tracking of the leading Japanese unit, at a range of nearly eight miles. PORTLAND, though straddled by several ineffective salvos, fired on five enemy ships and assisted in sinking two battleships, two destroyers and inflicting heavy damage on the one heavy cruiser during the main action and the pursuit down the Strait.

From 3 January to 1 March 1945 PORTLAND participated in the Lingayen Gulf and Corregidor operations. Arriving off Lingayen Gulf on 5 January and bombarding the vicinity of Cape Bolinao, the force entered the Gulf the same day and began bombardment of the eastern shore but discontinued immediately when a heavy air attack of suicide planes came in. Many ships were crashed into including COLUMBIA and LOUISVILLE adjacent to PORTLAND in column.

On 15 February PORTLAND entered Manila Bay and bombarded the south shore of Corregidor preparatory to paratroop and amphibious landings on the fort. After successful completion of this operation she returned to Leyte Gulf, arriving 1 March, for her first availability for repairs, replenishment of stores and crew recreation in five months.

The battle record of PORTLAND through 1 March 1945 is impressive indeed; it includes two Japanese destroyers sunk and one cruiser and one battleship damaged in the Third Battle of Savo Island, 13 November 1942; assists in sinking two battleships and two destroyers, and damage to one heavy cruiser, in the Battle of Surigao Strait, 25 October 1944.

After bombarding assigned areas on Okinawa on 26 March, PORTLAND, on 27 March, assisted in shooting down one large Jap during a heavy air attack. During the morning of the same day, while underway in column astern USS PENSACOLA, two torpedo wakes were sighted by PORTLAND, both of which narrowly missed PENSACOLA. A periscope and then the conning tower of a midget submarine emerged. PORTLAND took in under automatic weapon gunfire and used full rudder and engines to attempt ramming. The submarine then turned sharply to cross ahead to starboard, and despite full opposite rudder, the PORTLAND's stem missed the stern of the Japanese submarine by ten to twenty feet. The sub was under heavy point blank fire from PORTLAND, and many direct hits were scored on the conning tower and periscope. Escorts came up at high speed and dropped one depth charge pattern with negative results.

During the period 26 March to 20 April, of supporting the Okinawa campaign, PORTLAND underwent twenty-four air raids, shot down four enemy planes, and assisted in downing eight others. On 6 April PORTLAND shot down three suicide planes in one attack closing from widely separated angles, and assisted in downing two others.

From 8 May to 17 June PORTLAND participated in the bombardment and final capture of Okinawa. With Task Group 54.2 she resumed bombardment of southwestern Okinawa with illumination assignments nightly. Enemy aircraft were frequently in the vicinity during this period but the ship was not attacked, nor did she bring any enemy aircraft under fire; a welcome respite from the proceeding weeks.

PORTLAND departed Okinawa on 17 June for Leyte for upkeep and personnel relaxation. It was during this time the PORTLAND fired her last shells against the Japanese enemy--a unit of "the Fleet that came to stay." 3 August saw PORTLAND underway for Okinawa again, and it was on this day that her crew received news of the tragic loss of sister-ship INDIANAPOLIS.

The ship arrived Buckner Bay 6 August and conducted routine maintenance and training. On 12 August, the PENNSYLVANIA, anchored nearby, was hit by an aerial torpedo, which crippled the old battleship but did not sink it.

With the air full of rumors of Japanese capitulation, the Commander-in-Chief, Pacific Fleet, on 15 August, directed cessation of all offensive operations against the Japanese forces pending signature of peace terms.

Upon termination of hostilities PORTLAND was designated Flagship of Vice Admiral George D. Murray, USN, Commander Marianas, who was to accept the surrender terms of the Carolines. The ship proceeded to

Truk Atoll, command headquarters for Japanese holdings in the Central Pacific and former keystone of Imperial might, where, in ceremonies held aboard PORTLAND, Vice Admiral Murray, acting for Fleet Admiral Chester W. Nimitz, accepted the formal capitulation of the senior Japanese naval, army, and civil officials.

For PORTLAND Truk waters were familiar surroundings. Early in 1942 the ship had served as escort for a carrier force which included Admiral Murray's USS ENTERPRISE in action at Midway, Guadalcanal, Santa Cruz and the Gilberts. Several of the islands hit in those raids were surrendered at Truk.

Again in April 1944 PORTLAND had the assignment of screening the carriers in a major bombing attack on Truk itself. The crew welcomed the chance to visit the scene of the cruiser's former action. However only a few of the men and officers aboard at the time of the surrender had witnessed the previous action at Truk.

Since the Battle of Coral Sea, PORTLAND had participated in 24 major actions with 15 battle stars to her credit.

The period 21 to 24 September was spent in Pearl Harbor where 600 discharges were loaded for transportation back to the United States. The ship sailed from Pearl Harbor enroute to the east coast of the United States via the Panama Canal. Transiting the Panama Canal on 8 October, and stopping at Cristobal for three days, PORTLAND continued to the continental United States and Portland, Maine, for Navy Day celebration on 27 October.

In July, 1946, the ship was temporarily assigned to the Atlantic Fleet, 16th Fleet (Inactive) at Philadelphia, its ultimate disposition not yet determined.

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The USS PORTLAND (CA 33) earned sixteen (16) battle stars on the Asiatic-Pacific Area Service Ribbon for participating in the following operations:

1 Star/Coral Sea --4-8 May 1942

1 Star/Midway--3-6 June 1942

1 Star/Guadalcanal-Tulagi Landings (including First Savo) -- 7-9 August 1942

1 Star/Eastern Solomons (Stewart Island) -- 23-25 August 1942

1 Star/Santa Cruz Islands -- 26 October 1942

1 Star/Capture and Defense of Guadalcanal -- 10 August 1942 - 8 February 1943

1 Star/Guadalcanal (Third Savo) -- 12-15 November 1942

Battle Stars Continued

- 1 Star/Gilbert Island Operation -- 13 November -- 8 December 1943
- 1 Star/Marshall Islands Operation
 - Occupation of Kwajalein and Majuro Atolls -- 29 January - 8 February 1944
 - Occupation of Eniwetok Atoll -- 17 February - 2 March 1944
- 1 Star/Asiatic-Pacific Raids - 1944
 - Palau, Yap, Ulithi, Woleai Raid -- 30 March - 1 April 1944
 - Truk, Satawan, Ponape Raid -- 29 April - 1 May 1944
- 1 Star/Hollandia Operation (Aitape-Humboldt Bay-Tanahmerah Bay) -- 2 April - 1 June 1944
- 1 Star/Western Caroline Islands Operation
 - Capture and Occupation of southern Palau Islands -- 6 September - 14 October 1944
 - Assaults on the Philippine Islands -- 9-24 September 1944
- 1 Star/Leyte Operation
 - Leyte Landings -- 10 October - 29 November 1944
 - Battle of Surigao Strait -- 24-26 October 1944
 - Luzon Attacks -- 15, 17-19 October 1944; 5-6, 13-14, 19-25 November 1944; 14-16 December 1944
- 1 Star/Luzon Operation
 - Mindoro Landings -- 12-18 December 1944
 - Lingayen Gulf Landing -- 4-18 January 1945
- 1 Star/Manila Bay-Bicol Operations
 - Mariveles-Corregidor -- 14-28 February 1945
- 1 Star/Okinawa Gunto Operation
 - Assault and Occupation of Okinawa Gunto -- 24 March - 30 June 1945

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The USS PORTLAND also earned the Navy Unit Commendation for her participation in the Battle of Guadalcanal and Solomon Islands, 12-1 November 1942.

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STATISTICS

ARMAMENT

STANDARD DISPLACEMENT	9,800	Nine 8-in., 55 cal. guns,
LENGTH OVERALL	673 ft. 5 ins.	eight 5-in 25 cal. dual
BEAM	66 ft. 1 in.	purpose guns, four 40-mm
		AA quad mounts (16 guns)
		and twelve 20-mm AA guns.

Three observation scout

Statistics Continued

SPEED 32.6 knots
COMPLEMENT Excess of 1200

ARMAMENT
planes and two catapults.

Restencilled October 1950

U.S.S. PORTLAND

PRE-WAR HISTORY OF THE U.S.S. PORTLAND (CA-33).

THE U.S.S. PORTLAND, FIRST SHIP OF THE UNITED STATES NAVY TO BEAR THE NAME FOR THE CITY OF PORTLAND, MAINE, WAS LAUNCHED AT THE FORE RIVER SHIPYARDS, QUINCY, MASSACHUSETTS, MAY 21, 1932. HER SPONSOR WAS 12-YEAR OLD MARY ELIZABETH BROOKS, DAUGHTER OF MR AND MRS. RALPH D. BROOKS OF 66 EXETER STREET, PORTLAND. HER FATHER WAS CHAIRMAN OF THE PORTLAND CITY COUNCIL AT THAT TIME. BECAUSE OF SEVERAL ACTS OF SABOTAGE AND VIOLENCE REPORTED AT THE TIME RESULTING FROM A LABOR DISPUTE, THE PUBLIC WAS BARRED FROM THE CEREMONIES AND EMPLOYEES WERE CALLED ON TO PRESENT CREDENTIALS BEFORE BEING ADMITTED. A HEAVY GUARD PATROLLED THE PLANT.

THE SHIP WAS COMMISSIONED FEBRUARY 23, 1933. CAPTAIN H.F. LEARY, U.S.N. WAS THE FIRST COMMANDING OFFICER OF THE U.S.S. PORTLAND WITH COMMANDER G.N. BARKER, U.S.N., EXECUTIVE OFFICER.

SISTER SHIP TO THE RECENTLY LOST INDIANAPOLIS, SHE IS THE TENTH PAPER-CLAD TREATY CRUISER OF THE 10,000 TON CLASS, WITH A LENGTH OF 610 FEET, BEAM OF 65 FEET AND DRAFT OF 21 FEET. BUILT FOR A SPEED OF 32.5 KNOTS, SHE ATTAINED 33.7 KNOTS IN A SERIES OF TRIAL RUNS OVER THE ROCKLAND COURSE A MONTH BEFORE SHE WAS COMMISSIONED.

AT THE TIME SHE WAS BUILT, THE PORTLAND WAS ARMED WITH NINE EIGHT-INCH GUNS IN THREE TRIPLE MOUNTS, EIGHT FIVE-INCH ANTI-AIRCRAFT GUNS AND A THREE-INCH FIELD PIECE. SHE CARRIED

PRE-WAR HISTORY OF THE U.S.S. PORTLAND (CA-33).

FOUR TWO-PLACE, SINGLE FLOAT SEAPLANES.

DISCUSSION AND CONTROVERSY OVER THE TRADITIONAL GIFT OF SILVER SERVICE GIVEN BY A CITY TO THE SHIP BEARING ITS NAME BEGAN IN PORTLAND ABOUT A YEAR BEFORE THE CRUISER WAS LAUNCHED. THE NECESSARY SERVICE, IT WAS REPORTED, INCLUDED A HUGE SILVER PUNCHBOWL, TRAY AND CUPS USED FOR SERVING GROC TO THE OFFICERS IN THE EARLY DAYS OF THE REPUBLIC. THE COST WAS ESTIMATED AT THOUSANDS OF DOLLARS. THOSE WERE THE DAYS OF NATIONAL PROHIBITION AND SOME PERSONS QUESTIONED THE GOOD TASTE OF SUCH A GIFT, ESPECIALLY FROM THE LARGEST CITY OF ONE OF THE FIRST DRY STATES. OTHERS THOUGHT THAT DURING A TIME OF HIGH TAXES, UNEMPLOYMENT AND DEPRESSION THE MONEY SHOULD BE PUT TO BETTER USE. THE CITY COUNCIL VOTED TO APPROPRIATE NO MONEY FOR THE GIFT BUT FUNDS WERE RAISED BY POPULAR SUBSCRIPTION AMONG RESIDENTS, BUSINESS ESTABLISHMENTS AND SERVICE CLUBS, FOR A SUITABLY ENGRAVED SILVER TEA SERVICE.

ON PORTLAND'S FIRST CRUISE TO SEA AS A VESSEL OF THE NAVY IN FULL COMMISSION, TRAGIC FATE PROVIDED THE ACID TEST. DEPARTING FROM BOSTON ON 1 APRIL, 1933, THE SHIP ARRIVED IN GRAVESEND BAY, NEW YORK HARBOR, ON THE EVENING OF 3 APRIL. IN THE DEAD OF A FOGGY NIGHT CAME THE TRAGIC MESSAGE, "AKRON DOWN AT SEA." THIRTY-SIX MINUTES AFTER RECEIPT OF THE MESSAGE THE

PRE-WAR HISTORY OF THE U.S.S. PORTLAND (CA-33).

SHIP WAS UNDERWAY. SHE RACED TO SEA AT FULL SPEED AND WAS THE FIRST NAVAL VESSEL AT THE SCENE OF THE DISASTER. TO HER COMMANDING OFFICER, CAPTAIN DAVID MCD. LEBRETON, WENT THE ASSIGNMENT OF COORDINATING AND DIRECTING THE EFFORTS OF SOME THIRTY NAVAL AND COAST GUARD SALVAGE SHIPS AND SOME TWENTY PLANES IN THEIR INDIVIDUAL EFFORTS TO LOCATE THE TORN AND TWISTED HULL OF THE AKRON. DURING THE TWENTY-ONE DAYS THAT ENSUED BEFORE THE AKRON WAS LOCATED, APPROXIMATELY 35,000 SQUARE MILES OF ANGRY SEA WAS SEARCHED BY SURFACE CRAFT AND PLANES, AND SOME 400 SQUARE MILES WERE DRAGGED BY THOSE TIRELESS SALVAGE SHIPS, THE MINE-SWEEPERS AND TUGS. TO SPEND TWENTY-ONE DAYS AT SEA MUST HAVE BEEN A NOVELTY FOR ONE SO YOUNG AS THE PORTLAND, BUT SHE DISCHARGED HER DUTIES WITH MORE CREDIT AND WITH A WELL-EARNED COMMENDATION FROM WASHINGTON, AND A STATEMENT FROM THE SAME SOURCE AS TO THE EFFICIENCY OF HER COMMUNICATIONS. TRAGIC AND CATASTROPHIC AS THE AKRON DISASTER WAS, IT NEVERTHELESS, AFFORDED THE "SWEET PEA" A TEST THAT COMES TO ONLY A FEW SHIPS SO NEWLY COMMISSIONED. SHE WAS NOT FOUND WANTING!

THE CRUISER ARRIVED IN PORTLAND FOR A TEN-DAY COURTESY VISIT DURING 4 - 12 AUGUST 1934. SHE WAS MET BY A DELEGATION OF CITY OFFICIALS AND THROGS OF PEOPLE WATCHED HER ENTRANCE INTO THE HARBOR. OVER 25,000 VISITED HER AT HER ANCHORAGE BY LAUNCH AND LATER AT THE STATE PIER. CAPTAIN LEBRETON, COMMANDING THE PORTLAND, ACCEPTED THE SILVER SERVICE FROM PHILLIP J. DEERING, CHAIRMAN OF THE

PRE-WAR HISTORY OF THE U.S.S. PORTLAND (CA-33).

CITY COUNCIL, AT A DINNER AT THE FALMOUTH HOTEL ON FRIDAY, 10 AUGUST. IN ALL RELATIONSHIPS THE VISIT TO THIS GREAT CITY WAS MOST CORDIAL.

ON OCTOBER 2, 1935, WITH THREE SECRET SERVICE MEN AND SEVERAL GENTLEMEN OF THE PRESS ABOARD, THE PORTLAND STEAMED OUT OF THE SAN DIEGO, CALIFORNIA, HARBOR DIRECTLY ASTERN OF THE U.S.S. HOUSTON, WHO PROUDLY FLEW THE FLAG OF THE COMMANDER-IN-CHIEF OF THE ARMY AND THE NAVY, THE PRESIDENT OF THE UNITED STATES, FRANKLIN D. ROOSEVELT. THE FOLLOWING DAYS WERE SPENT IN FISHING BY THE PRESIDENT AND HIS PARTY. RADIOGRAMS WERE CONTINUOUSLY ARRIVING AS THE SHIPS STEAMED BY CENTRAL AMERICA, EXTENDING INVITATIONS FOR THE PRESIDENT TO FISH IN THE WATERS THEREABOUTS. AFTER VISITING AT PANAMA AND SEVERAL OTHER PORTS, OF INTEREST, THE SHIP ACCOMPANIED THE HOUSTON TO CHARLESTON, S.C., WHERE THE PRESIDENT DISEMBARKED. THENCE, THE SHIP PROCEEDED INDEPENDENTLY TO NORFOLK, VA., FOR TWO WEEKS REPAIR WORK AT PORTSMOUTH, VA.

UNDER THE COMMAND OF CAPTAIN WILLIS W. BRADLEY, JR., U.S.N. THE PORTLAND, DURING PACIFIC FLEET MANEUVERS, CROSSED THE EQUATOR FOR THE FIRST TIME ON 20 MAY 1936.